

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

THUR. 16 DEC 1897

Date of writing Report 13th Dec 18 97 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book. 569 Survey held at Glasgow Date, First Survey 27 Nov 97 Last Survey 10 Dec 18 97
569 on the Machinery of the Wood, Iron or Steel S. S. "Ruskin" Master McHison
 Tonnage { Gross 2392 Net 1552 Vessel built at Middlesbro By whom Sir Raylton Dixon & Co When 1890-5
 Registered Horse Power 228 Engines made at Richardson's HPL When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 No. of Main Boilers 2 Owners Messrs A Holland & Co Port London Voyage Buenos Ayres
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock both, Meadowside dry, and Terminus, afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure— in Main Boilers 160 in Donkey Boilers 80

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) S.S. N^o. 2.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how returned.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A.1.		L.M.C. 4.94.
P. Aiming dk with freshrod 5.97.		B.S. 8.96.
S.S. ANT N ^o 1.95.		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " " " " yes

If this was not done, state for what reasons? _____

And what parts of the Boilers could not be thus thoroughly examined? _____

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? yes At what pressure were they afterwards adjusted under steam? 160 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted? 80 lbs.

Has the propeller shaft been drawn and examined at this time? yes If spare propeller shaft fitted, state whether new? _____

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? _____

Main Engines; Cylinders, pistons, valves, air, circulating, feed and bilge pumps, with their valves, sea connections, propeller, screw shaft, crank shaft, and tunnel shafting - all opened up for examination. Two new rambottom rings fitted to high pressure piston, a new intermediate valve face and valve planed. High and intermediate slide valve spindles skimmed in lathe, and new neck and gland bushes fitted, new white metal fitted to high pressure guide slipper, new white metal fitted to high pressure crank pin brasses, new top brasses fitted to high and intermediate - Eccentric straps. A new length of Main Steam pipe fitted, the same was tested by hydraulic pressure to 320 lbs per square inch, Main feed pipe repaired. A surface mark found in N^o 6 Main bearing, also a mark in N^o 3 Tunnel-bearing, neither affecting the efficiency of the shafts. Screw shaft down in wood 1/8". Main Boilers, examined in all their parts and found in good condition Donkey Boiler, examined, and found top row of steam space stays wasting but still good for pressure. All plain tubes renewed in donkey boiler.

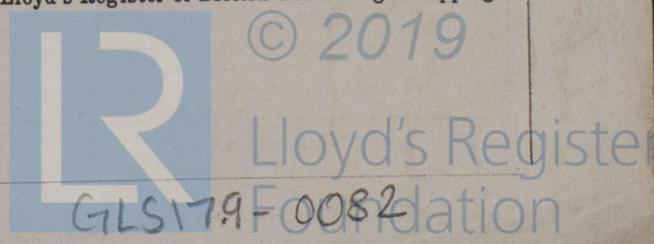
General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in good and efficient condition, and eligible in my opinion to have the notation, L.M.C 12.97. marked in the Register book.

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28)..... £ 5 4 10 } Fees applied for 13/12/1897
 Special Damage Fee (per Section 28)..... £ : :
 Travelling Expenses (if chargeable)..... £ : :
 Received by me, P. Heron 22.12.97

P. Heron
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required. FRI, 17 DEC 1897

Committee's Minute _____
 Assigned + L.M.C 12.97



If so, is the Report sent now, or when will it be sent? (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

*Certificate to be sent to

Screw shaft examined one length of main

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

steam pipe new. & a number of minor
repairs to engines. Dirty Boiler plain
tubes renewed.

It is submitted that
this vessel is eligible for
THE RECORD.

L. H. C. 12,97

HS
14/12/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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